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Extra Bourbon
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Sold in quantities from one
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Gomes & McTighe
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Also a Shipment of
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Family Trade Solicited.

EXTRA STRONG ROPE AND BLOCKS TO HANDLE MACHINERY.

We carry in stock a special 4-strand
ed rope 3/4 and 1/2 inches in circum-
ference manufactured to our order.
This rope is 25 per cent stronger than
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We also carry extra strong blocks,
fitted with metalline or roller bushings.
Plantation managers will be furnished
with any information in reference to
equipment for handling heavy weights,
by our manager, Captain C. J. Camp-
bell.

A full stock of well-boring rope.
Wire rope, of all descriptions and
blocks and other equipment for the
same.

Steam plow rope, guaranteed to be the
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Special wire and Manila ropes manu-
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Lanterns and lamps for ships' use,
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Captain C. A. CAMPBELL, Mgr.

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Corner of Nuuanu and Hotel Streets.

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ing office. The publisher of Hawaii
Shinpo, the only daily Japanese paper
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C. SHIOZAWA, Proprietor.
Y. SOGA, Editor.

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Corner Miller and Punchbowl Streets.
Lowest Prices.

The Instruments Used in.....

THE SILENT BARBER SHOP

Are Thoroughly Disinfected Before
Using.
JOSEPH FERNANDEZ, Prop.,
Arlington Hotel. Hotel Street.

NEWS OF THE WATERFRONT

THERE was a great deal of specu-
lation here as to what time the
Alameda would arrive. It was
known that she had been refitted and
had received entirely new engines and
boilers and that she had developed con-
siderable speed. That she did not arrive
before Saturday morning was due more
to the lack of efficient help in the fire-
room than to any inefficiency of the
engines.

The Alameda has been practically en-
tirely refitted. The woodwork was torn
out and replaced with new material,
and where the ironwork was corroded
this also was replaced. All the decks
have been rebuilt, especially the upper
deck, where a new flooring was put
over the ironfloor which has also been
remade.

The saloon has been artistically fur-
nished and decorated with ornamental
painting; the dining saloon has a seat-
ing capacity of 104 persons. The smok-
ing room has also been repainted and
decorated with fine gilding. The first
class cabins have all been furnished
with the latest thing in washstands.
The washbowl is stationary on a slab
of wood which can be turned back hid-
ing the bowl entirely from view in a
small closet. This not only adds to
the comfortable appearance of the
room, but also gives a great deal more
space. The steerage has been espe-
cially well cared for. It is well-fitted
and airy with plenty of light and room.
Connected with it is a bathroom with
a porcelain bath. It would be hard to
find as comfortable steerage accommo-
dations anywhere.

Another great improvement is the
round porthole which has taken the
place of the old square ones which were
continually leaking in bad weather. The
new round portholes which have been
installed all over the ship have close
fitting brass frames, which entirely ex-
clude wind and water.

It is in the machinery of the Ala-
meda, however, that the greatest
changes have been made. New boilers
and triple-expansion engines have been
installed, and it is expected that the
Alameda will be able to develop con-
siderable speed when the conditions are
more favorable than they were during
this last voyage. On her trial spin at
San Francisco the Alameda made six-
teen and one-fourth knots with a hot
bearing, and placing a conservative es-
timate on the decrease which this de-
fect caused at half a knot would give
the vessel a speed of almost seventeen
knots. That she did not make the pre-
sent trip in better time, it having taken
her six days and fifteen hours from
San Francisco to this port, is due to
unfortunate circumstances, one of
which was the inefficiency of the Ja-
panese firemen and coal-passers. They
were employed as a matter of experi-
ment, as they have been known to give
great satisfaction to several large
steamer lines.

It is stated that the company does
not object to running with Union labor,
there being several union sailors in the
Alameda's present crew, but that the
Japanese were employed because of
their sobriety and because they are
much easier to handle than white men.
The Japs, which the Alameda had on
this trip, proved to be very inefficient
as only seven or eight of them were
experienced hands, while the rest of
them were taken with sea-sickness,
cramps, etc., there being at times eight
or ten men laid out at once. The con-
sequence was that it was a very dif-
ficult thing to keep up sufficient steam
to make any kind of a speed, and sail-
ors and others had to be pressed into
the fire-room.

Another reason for the slow trip was
the bursting of one of the ammonia
pipes in the big new refrigerator which
had just been installed in the vessel.
The accident might have been quite a
dangerous one had not the engineers,
who were present just then, promptly
shut down the machinery. As it was
quite a number of men in the place
were nearly suffocated. The vessel had
to make a stop of about three hours
to get the ammonia fumes out, and
about 11,000 pounds of meat and pro-
visions had to be thrown overboard.
This partly caused the great list which
was noticeable when the Alameda came
up to the dock.

Although the trip thus was subject
to several failures the officers of the
boat are quite satisfied with the ma-
chines as they say that new machinery
can not be expected to act well right
away. They expect the Alameda to sur-
prise the shipping some day.

The Alameda carries a big cargo and
also a big deck load of fruit for Ho-
nolulu consignees. She brought sixty-
one cabin and seventy steerage pas-
sengers for this port and also 211 sacks
of mail.

Among the officers of the Alameda
are many of the former officers of that
vessel. The present officers are as fol-
lows: C. F. Herriman, commander; J.
J. Koughan, chief officer; W. Rogers,
second officer; R. Caughell, third officer;
C. Horgan, chief engineer; J. Flynn,
first assistant engineer; N. Quinn, sec-
ond assistant engineer; Thos. C. Smith,
purser; J. A. Nelson, surgeon; O. N.
Clark, chief steward.

Californian Departs.

The big freighter Californian of the
American-Hawaiian line, which has
been keeping a large force of men busy
on the railroad wharf of late, got away
for Kahului Saturday night, carrying
in her hold one of the largest cargoes
that ever left this port in one vessel.
She takes in all from Honolulu 105,000
bags of sugar which amounts to 6,452
tons. At Kahului she will probably
take on about 1,800 bags of sugar and
also 114 tons of pumping machinery,
which is to be taken from the planta-
tion to New York. She will thus car-
ry about 8,300 tons around the Horn.

The Californian had eight Hawai-
lians in her crew when she sailed. These
had been procured by the first mate of
the vessel, Mr. Barows, who picked the
men individually himself, spurning the

VESSELS IN PORT.

ARMY AND NAVY.

U. S. tug Iroquois, Pond.

MERCHANTMEN.

(This list does not include coasters.)

Albert, Am. bk., Griffiths, Sound, Oc-
tober 11.
Alden Besse, Am. bk., Kissel, San
Francisco, October 12.
Andrew Welch, Am. bk., Drew, San
Francisco, October 14.
George Curtis, Am. sp., Calhoun, San
Francisco, September 15.
Florence, Am. sp., Spicer, Tacoma, Sep-
tember 29.
Henry Wilson, Am. schr., from Taca-
ma, October 2.
R. C. Slade, S. Fr. schr., Sonerud, Gray's
Harbor, October 19.
S. G. Wilder, Am. bkt., Jackson, San
Francisco, October 14.
S. N. Castle, Am. bkt., Nilson, San
Francisco, October 15.
Siene, Ger. sp., Sauermilch, Bremen,
October 2.
Spokane, Am. schr., Jamison, Ludlow,
October 2.
Robert R. Hind, Am. schr., from Port
Gamble, October 5.

Steamer Movements.

STEAMERS TO ARRIVE.

Name	From	Date
Coptic-S. F.	Oct. 22	
Aorangi-Victoria, B. C.	Oct. 26	
America Maru-S. F.	Oct. 30	
Sonoma-S. F.	Oct. 30	
City of Peking-S. F.	Nov. 7	
Gaelic-S. F.	Nov. 14	
Ventura-S. F.	Nov. 20	
Hongkong Maru-S. F.	Nov. 23	
Moana-Victoria, B. C.	Nov. 23	
Alameda-S. F.	Nov. 30	
China-S. F.	Nov. 30	
Sierra-S. F.	Dec. 10	
Nippon Maru-S. F.	Dec. 18	
Miowera-Victoria, B. C.	Dec. 21	
Alameda-S. F.	Dec. 21	
Peru-S. F.	Dec. 26	

TO DEPART.

Name	For	Date
Gaelic-S. F.	Oct. 22	
Alameda-S. F.	Oct. 23	
Moana-Victoria, B. C.	Oct. 23	
Ventura-S. F.	Oct. 29	
Hongkong Maru-S. F.	Nov. 1	
China-S. F.	Nov. 9	
Alameda-S. F.	Nov. 13	
Sierra-S. F.	Nov. 19	
Doric-S. F.	Nov. 19	
Miowera-Victoria, B. C.	Nov. 20	
Nippon Maru-S. F.	Nov. 26	

services of the local shipping masters
and union delegates.

That the Californian was able to get
away in as short a time as she did is
due to the great rapidity with which
both the discharging and the loading of
her were performed by the aid of the
four great elevators and a large force
of men.

Troubles With Sailors.

The Jane L. Stanford and the Robert
Sudden, both of which vessels left this
port yesterday, have had a considerable
bit of trouble in securing crews. The
Stanford arrived off port a few days
ago and lay waiting there. The crew
which she brought from Newcastle
wanted to be paid off and after much
dickering the captain had to do so and
shipped a crew from this port. He had
to pay his new sailors fancy wages to
get them to go at all. The Stanford
is going to Kaanapali with her cargo of
coal.

The Robert Sudden had practically
the same experience as the Stanford.
Her sailors refused to leave Honolulu
in her and wanted to be paid off. The
captain had to comply with their de-
mand and shipped a new crew which
was supplied him by local shipping
masters.

Kinau's Flying Trip.

The Wilder steamer Kinau is making
a flying trip to Hilo with a lot of Por-
toreans who arrived on the City of Para,
and whom she is going to take to the
plantations on the big island. As soon
as the Kinau arrived a large force of
stevedores were immediately put to
work on discharging her, and this work
was performed in time to let the ves-
sel start Saturday night. She is ex-
pected to be back in this port tonight,
and will resume her regular run to Hilo
and way ports on Tuesday at noon.

Shipping Notes.

The steamer Meteor left Seattle for
Honolulu on October 10.

On October 9th the barkentine Ruth
left San Francisco for Mahukona.

September 26th the schooner Ariel
arrived at Eureka, from Honolulu.

The schooner Otille Fjord, from Ho-
nolulu, arrived at Eureka on October
7th.

The barkentine Ruth cleared from
San Francisco for Mahukona on Oc-
tober 7.

The steamer Hanalei was delayed
four or five days in her work at Hana-
lei owing to a breakdown of her
donkey engine.

The ship Henry Villard arrived at

San Francisco October 7 with a load
of sugar from these islands.

The ship St. David, from Kahului,
arrived at Chemainus on October 7.

The brig Consuelo left San Francisco
on October 9th for Eureka and Hilo.

The barkentine Irmgard cleared from
San Francisco for Honolulu.

The schooner Helene sailed for Hono-
lulu from San Francisco on October
6th.

October 7 the bark Abbey Palmer ar-
rived at Port Townsend from this
port.

On October 9th the schooner Alice
Cooke arrived at Port Gamble, from
this port.

The ship Tillie E. Starbuck, Curtis,
sailed from San Francisco for this port
on October 5.

The schooner Maggie E. Russ left
San Francisco on October 6 for Men-
doctino and Honolulu.

October 10 the ship S. D. Carleton
passed Port Townsend, on her way
from this port to Tacoma.

The bark Santiago, twenty-one days
from Hilo, arrived at San Francisco
October 10 with 25,857 bags of sugar.

The bark Annie Johnson left San
Francisco on October 8th with a large
cargo of general merchandise for this
port.

The bark S. C. Allen, twenty days
out from Honolulu, arrived at San
Francisco October 7 with 15,324 bags of
sugar.

The O. S. S. Mariposa was to be
laid up for several months to undergo
repairs as soon as she arrived at San
Francisco.

The steamer Hall reports the fol-
lowing sugar left on Kauai: K. S. M.,
500 bags; V. K., 600; W., 500, and McB.,
1,500 bags. This makes a total of 3,100
bags.

The Claudine, from Maui ports Oc-
tober 20, brought the following cargo:
155 sacks corn, 145 sacks taro, 24 pairs
car wheels, 31 hogs, 179 packages sun-
dries.

The steamer Hall brought the fol-
lowing freight from Kauai: K. S. M.,
sugar, 3,200 bags; 25 bags rice, 62 bales
hides, 60 bags palai, 1 horse, 51 pack-
ages sundries, 3 bags coin.

The following report of October 19,
is made by Purser Ferguson, of the
Hall: The Mikahala is discharging at
Waimea. The Waialeale, at Kapaa,
will go to Hanalei Monday to dis-
charge coal. The barkentine Echo has
finished discharging at Elele. Good
weather prevails on Kauai. There was
smooth sea and moderate northwest
winds crossing the channel.

BARNARD & CO.

Monday, Oct. 21. Second Week.

Grand Change of Program.
Piano Overture..... Miss E. Danvers

1. Pyramid act, with descriptive
Scriptural grouping, St. Leon
family.
2. Professor Barnard and his trick
horses, Taper and Gipsy.
3. Comic Acrobat Clown Act, by Cass
and Reginald St. Leon.
4. Miss Daisy St. Leon, in her dashing
two-horse hurdle act.
5. Marvellous feats of strength on the
single trapeze, by the lady phe-
nomenon, "Ethel."
6. Bounding Jockey Act, by Master
Silvester St. Leon.
7. Clowns' Entree, introducing high
jumping greynhounds.
8. Sketch, "The Music Lesson," by
Beverley and Danvers.
9. Intermission—10 minutes.
10. Clever Carpet Contortions, by Eth-
el and the midgets, Sid and Har-
ry.
11. The Juggling Jumpers, by Reggie,
Phil and Sil, on the mare Gipsy.
12. Professor Barnard and his educated
dogs, headed by the champion
dog, "Skipper."

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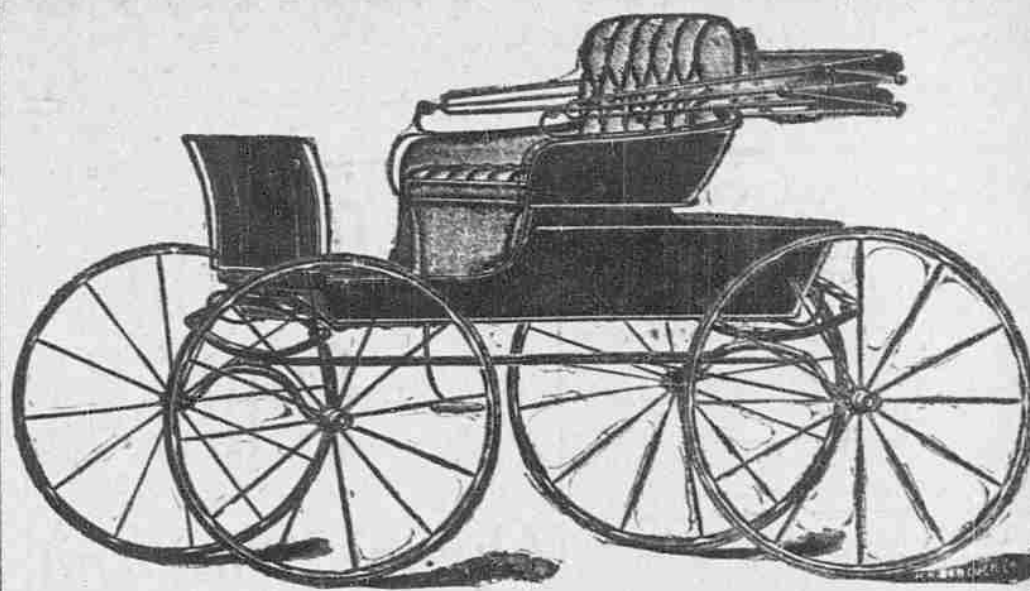
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E. L. CUTTING, Treas. and Manager.

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